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THURSDAY, OCTOBER 21, 1915.

PRICE ONE CENT
In City of New York, Newark, Jersey City and Hoboken,
ELSEWHERE TWO CENTS.

MELLEN HOPES N. H. DEFENDANTS WILL BE CLEARED

"They Are My Friends,"
Says Chief Witness for
Government.

BEGINS TESTIMONY OF RAILROAD DEALS

Remarkable Memory Shown in
Giving History of Forty-eight
New England Lines.

The government started piling up its
evidence against the eleven alleged
New Haven trust builders yesterday in
court. The most important of three
witnesses put on the stand was an
elderly farmer. At least, that is what
Charles S. Mellen, former president of
the New Haven system, called himself
when he took the witness chair.

"I am engaged in making two blades
of grass grow where one grew before
—I am a farmer," he said, soberly,
when Frank M. Swacker, special As-
sistant Attorney General, who con-
ducted the examination, asked him his
occupation.

After he had established his identity
a pointer was placed in his hand and
he was asked by the government at-
torney to point out on a big blueprint
railroad map of New England the vari-
ous lines with which he was connected
in the course of his railroad career.

He began with 1869, when he was a
clerk in the cashier's office of the
Northern Railroad of New Hampshire,
and as he went picking out line after
line with which he had served, in
cumulative degrees of importance, the
map seemed to become a chart of the
railroad career of Charles S. Mellen.

He spoke meekly as he stood there
before the electric globe, set in the sup-
porting framework for intense illu-
mination, gleaming on his hairless head.
He spoke so meekly, in fact, that not
even the stenographer could hear him,
as De Lancey Nicell peevishly ex-
claimed. Thereafter Mr. Mellen adopted
the name of a lecturer, pointed his
finger at the stand and a small, dark
man, before his illustrative map,
trying to get his voice out so the au-
dience could hear it.

Recites Railroad History.

He passed from his narrative of per-
sonal railroad affiliations into a more
comprehensive history of New England
railroad development, naming roads
long since forgotten that had been
built up in the years of trust build-
ing, mentioning the many-worried,
involved and often similar names of
those last railways easily and without
hesitation or confusion, giving an
impressive display of memory, as
though all those complicated facts of
recent history were filed in orderly
fashion for instant use in his mind.

When the court day closed, after he
had made the stand and a small, dark
man, before his illustrative map,
trying to get his voice out so the au-
dience could hear it.

Testimony Pleases Defence.

This phase of his testimony was
pleasing to the defence, one of their
attorneys pointing out afterward that
the heading up of the New Haven sys-
tem did away with these traffic imper-
fections and instead of constituting a
trust contrary to public welfare really
made for the public convenience. This
was a main line of defensive argu-
ment.

He then passed from passenger busi-
ness conditions in the early 'nineties
to tell of the freight agreements be-
tween the various independent roads.
He went into a detailed explanation of
the differentials by which a road with
long, roundabout routes was allowed
to charge less than the others, and the
standard was so as to attract its share
of business.

This, he said, was to prevent rate-cut-
ting by a competing road.

"What was the traffic status of the
Philadelphia & Reading and New Eng-
land in 1890?" was one of Mr. Swack-
er's queries.

"Well, if it got a carload of freight
in a while it tried to get it
freight," Mellen replied. "Mostly it
failed."

"Did it have any joint arrangement
with any of the other roads?"

"It did not with the New Haven,"
Mellen answered. When Swacker asked
him if it was not true that the New
Haven practically surrounded that
road, he said it ran into a pocket at
Hartford. Some persons that could not
travel by any other route used it, he
said.

Competition in 1890.

When asked to name what competi-
tion there was for New York traffic
in 1890 he named eight lines competi-
ing for the passenger trade then. The
freight, he said, was very largely done
by boat lines, and some rail lines by
roundabout routes. There were in those
days, he said, a similarly open compe-
tion for business from all over the
United States to New England. The
lines each were soliciting business, he
said, except the New Haven, as to
freight, of which business it had little
in those days.

"What character of competition was
there—very keen or very much of it?"
Swacker asked.

"Yes, I think there was considerable
competition," Mellen replied. "You
remember, that is a condition of affairs
that had not existed for the last ten
years."

"Oh, yes; I understand that," said
Mr. Swacker. "I am referring now
strictly to 1890, and that immediate
time."

"The laws were different then," re-
minded Mellen.

When Mellen entered the court he
was greeted cordially by the au-
dience. He was eleven men against whom
it is to give the government's main

CHARLES S. MELLEN ON THE STAND.



Ex-president of New Haven Railroad, who testified yesterday in the
government's case against his former associates.

East Side Is Strongest Suffrage Spot Yet Found

Canvass of Professional Men, Shopkeepers and Work-
men Sweeps "Antis" Aside as 222 Vote "For,"
32 "Opposed" and 14 "Undecided."

FIFTH TRIBUNE SUFFRAGE POLL

Places canvassed	For.	Against.	In doubt.	Total.
Jewish newspapers	78	13	0	91
Professional men	27	7	0	34
Shops	23	7	7	37
Workingmen	94	5	7	106
Totals	222	32	14	268
Previously canvassed	1,873	1,219	335	3,427
Totals to date	2,095	1,251	349	3,695

"How about the East Side?" was the
question asked of Tribune investigators
in other parts of the city. To answer
this, Tribune reporters stormed the
much debated territory yesterday.

A poll of workers, shopkeepers and
"intellectuals" of the East Side showed
an astonishing sentiment for suffrage—
stronger, indeed, than in any classes
yet polled. Four out of five voters
polled declared in favor of the amend-
ment. Of 268 shopkeepers, clerks,
workers in the needle and allied trades,
lawyers, physicians, and both skilled
and unskilled workmen, 222 voted for
woman suffrage, 32 against and 14 un-
decided.

In the poll of labor taken the vote
was cast almost solidly for the amend-
ment. The Jewish labor vote approxi-
mately two-thirds of the regular
Jewish vote, it was estimated yesterday
by Abraham Shipkoff, secretary of the
United Hebrew Trades. A canvass of
106 workmen by a Tribune reporter
last night showed that 94 were in fa-
vor, 5 against woman suffrage and 7
undecided.

"Intellectuals" are "For."
It was to gain an idea of what the
so-called "intellectuals," or leaders of
Jewish thought, such as newspaper
men, physicians and lawyers, thought
of woman suffrage that The Tribune
sought out the editors of "The Jewish
Morning Journal." This paper is re-
garded as one of the conservative. Of
49 ballots cast by the men employed

Continued on page 5, column 4

STEAM PIPE WIRELESS PREVENTS JAIL BREAK

Sound of Sighting Heard by
Maid, Who Gives Alarm.

Hackensack, N. J., Oct. 20.—Miss
Grace Van Horn, a maid in the fam-
ily of Sheriff Robert N. Heath's fam-
ily, was mainly the reason why Harry
Core, alias Harry Cort, of 118 East
143d Street, New York, did not suc-
ceed in escaping from the Hackensack
jail shortly after midnight.

A steam pipe near the tool room
barred door carried the sound of the
sawing to the bedroom of the maid.
The sound was traced to the hospital
cell, Core having feigned illness. The
sheriff investigated and found the man
sawing away at the outer bars. He
subdued him after a stiff fight.

Core said a former prisoner pro-
vided him with three saw blades and
a pair of pliers, the instruments being
hailed up from the sidewalk with a
rope made out of blanket threads.

Kaiser Promotes Boy-Ed.

Berlin, Oct. 20 (by wireless to Syd-
ney, N. Y.)—Captain Boy-Ed, naval
attaché of the German Embassy at
Washington, has been promoted to a
full captaincy, according to the Over-
seas News Agency.

BANDITS IN AUTO AGAIN HOLD UP TRAIN IN JERSEY

Freight Crew Compelled
to Stand Covered by
Guns as Car Is Looted.

DETECTIVES START RUNNING PISTOL DUEL

Thieves Drop Plunder in Battle
and Flee in Machine
Toward Paterson.

Five auto bandits with drawn guns
held up a west bound freight train on
the Bergen County short cut of the
Erie Railroad at Glen Rock, N. J., last
night. Compelling the crew to stand
with "hands up," they broke open a
car and rolled two valuable hales of
raw silk to the ground. Their plan
to get away with the silk was inter-
rupted by the arrival of three Erie
detectives, who engaged them in a run-
ning gun fight.

More than twenty shots were ex-
changed as the robbers ran across
fields to a waiting automobile and dis-
appeared in the direction of Paterson.
No one was injured by the gun play.
In their haste to get away, the bandits
left the silk beside the railroad.

This second revival of Jesse James
methods in robbing freight trains
within a few days has aroused the
railroad police forces to unusual ac-
tivity. Automobile bandits as yet un-
captured held up a West Shore freight
near the tunnel at Congers Monday
night, making away with several pack-
ages and boxes from the cars.

According to Chief of Police Martin
Johnston, of Glen Rock, the machine
used by the five bandits last night was
a seven-passenger brown Rambler, with
the license number "N. Y. 17600." At
the freight train, which is known as
No. 87, travelling at fair speed through
the Bergen Cut, was approaching a
crossing near Glen Rock station, when
the bandits, who were the matter with
the brakes were jammed down. The
police are convinced that two of the
robbers were riding on the freight and
that they were familiar with airbrakes.

When members of the train crew ran
back to see what was the matter with
the brakes they were confronted by five
men, each with his hat pulled down
over his eyes, and each armed with a
revolver. None of the men wore
masks. Leaving three men to cover the
train, the other three went to the car
which they apparently knew contained
the silk, broke open the lock and threw
two hales to the ground.

They were about to carry their loot
to the automobile, when the Erie de-
tectives appeared. Chief Johnston heard
the shots and had men at the scene a
few minutes after the bandits fled. The
Paterson and New York police were
notified, and a general alarm was sent
out, giving a description of the auto-
mobile.

Several hundred feet above the scene
of last night's hold-up an Erie train
was robbed in a similar manner of a
case of cutlery year ago. The bandits
were never captured.

LUTHER C. WHITE QUITS SING SING

Superintendent of Industries
Hints at Interesting Story.

Luther C. White, superintendent of
industries, quit his post at Sing Sing
yesterday. When asked why he
quit, he said: "I have nothing to say. I
am not a politician."

"I'll have nothing to say. Not just
yet. Let Mr. Osborne say what he
likes. I may have something very in-
teresting to tell you in two or three
days."

White, next to Osborne himself, held
the biggest post in the prison. He re-
ceived a salary of \$3,600 per year and
the owner of a liquor store. "Maybe
the administration will become better
with women voting."

"Two weeks ago a woman neglected
her small boy in the flat next to mine
because she wanted to go out and cam-
paign for votes for women," declared
an "anti" from Brooklyn who conducts
a barber shop. "That's one reason I'm
against it. Mrs. Galt, the President's
friend, wife, doesn't care to vote.
Neither does my wife."

"There are eight votes in my family
in favor," said the proprietor of a
cloak and suit store on Grand Street.
"Women are equal to men, pay the
same taxes, work just as hard and
suffer harder. I see no reason for
voting otherwise."

A barber asserted that the world
was progressing and that it was sim-
ply aiding world progress to give wo-
man the vote.

The owner of a shoestore on De-
lancey Street would give women the
vote.

Continued on page 5, column 4

VINCENT ASTOR PLAYS TAG WITH SUBMARINES

D-1 Caught Napping by Hydro-
aeroplane in Mimic War.

[By Telegram to The Tribune.]
New London, Conn., Oct. 20.—Two
of the seven submarines which are sta-
tioned at the old navy yard, the new
base recently established by Secretary
Daniels, had a lively game of tag with
Vincent Astor this afternoon. Mr. Astor,
accompanied by Captain Yates Ster-
ling, commander of the submarine flot-
illa flagship, the cruiser Columbia,
followed the D-1 and G-1 boats out into
Long Island Sound in Astor's speedy
hydro-aeroplane and for a short time,
while the fog cleared, had an exciting
little mimic war game. The subma-
rines came to the surface in various
spots and Mr. Astor, who was at the
helm, put after the undersea craft at a
35-knot gait.

The D-1 was caught napping once
when she came to the surface a hun-
dred yards from the Astor boat.
The hydro-aeroplane rushed down to
the undersea craft and had her on the
"captured" list.

England Offers Cyprus As Price of Greek Aid; Serbs Transfer Capital

SERBS MOVE CAPITAL TO PRIZREND,
CLOSE TO THE ALBANIAN FRONTIER

[By Cable to The Tribune.]
Salonica, Oct. 20.—With the Teuton armies under Mackensen push-
ing down from the north and the Bulgarian forces pressing on from
the east, the threat to Nish has become serious. This city, an important
junction on the Oriental railway, which, controlled by the Central Pow-
ers, means a strong link with Turkey, is one of the main objectives of
the invader.

In view of this menace, the Serbian government has transferred the
capital from Nish to Prizrend, in Western Serbia, close to the Albanian
border. Prizrend, in the light of the present operations, is far removed
from the zone of hostilities. The enemy seeks so much of Serbia as will
secure possession of the railway. The new capital is not included in this
territory.

Active preparations are under way to remove everything of value
from Nish. If the Teutons reach the city they will find it stripped. The
banks and most of the legations are already being moved to Prizrend,
and, should the Teuton drive continue unchecked, a general evacuation
will follow.

Aroused by the danger to Nish, the Russian consul here has sent
his automobile to Nish to bring the Russian minister to Serbia to this
city. But, owing to the muddy condition of the roads, it is doubtful
whether this effort will succeed.

Aerial Torpedo Is Guided 100 Miles by Gyroscope

Sperrys Invent Self-Steering Plane Which Can Carry Five
Tons of Explosive—Compass and Stabilizer
Insure Great Accuracy.

By GORDON BRUCE.
[By Cable to The Tribune.]

London, Oct. 20.—A device which is
likely to revolutionize modern warfare
has been invented and tested, and will
be ready for the market within a very
short time. It is an aerial torpedo, and
the men who have worked out the idea
are Elmer A. Sperry, president of the
Sperry Gyroscope Company, of Brook-
lyn, and his son, Lawrence B. Sperry.

Particulars of the newest and most
destructive engine of death and the
results of various tests were given to-
day by Lawrence B. Sperry, who is in
England in connection with the busi-
ness the Sperry concern is doing with
the British Admiralty.

If carried out on a large scale, the
Sperry scheme would make possible the
destruction of a whole town with a
single torpedo, and the bombardment
of cities as far distant as one hundred
miles could be carried on without risk
of a single life by the assailants.

Plan Self-Steering Aero.

What the plan amounts to is this:
An aeroplane, complete with the excep-
tion of landing gear, is constructed and
fitted with gyroscope compass and
stabilizer. The torpedo, bearing any-
where from five hundred pounds to five
tons of trinitro-toluene, is set in
place. From a specially arranged
launching cradle the craft is sent into
the air.

The direction to be taken by the
flying bomb can be determined by sci-
entific calculations, and the gyroscope
compass will insure a true course.

The stabilizer can be so set as to
gauge that the plane will rise at any
angle. At whatever height the torpedo
is launched, the stabilizer calls for, the
machine will automatically assume a
horizontal course, fly a predetermined
distance along that course, and then
descend at the desired angle. The ma-
chine can be made to take a perpendic-
ular drop over a certain point. It can
be launched from a battleship as well
as from the land.

For example, if a torpedo were to be
discharged from a British vessel fifty
miles from the Kiel Canal, the load of
high explosive could be sent unerringly
among the vessels of the German
fleet there, and the only possibility of
defence would be the exploding of the
bomb in the air by gunfire. If the at-
tack were made at night, even that pos-
sibility would be remote.

Great Accuracy Possible.

Experiments with scale models show,
Mr. Sperry said, that the following de-
grees of accuracy can be depended on:

SAYS FORD CO. WILL HELP CANADIAN LOAN

Head of Firm in Toronto Prom-
ises \$1,000,000 for Bonds.

[By Telegram to The Tribune.]
Toronto, Ont., Oct. 20.—Gordon M.
MacGregor, head of the Canadian Ford
Motor Company, said in an interview
to-day:

"If the Canadian government makes
a donation the Canadian Ford company
will take a million dollars' worth of
the bonds."

Presumably this refers to the pro-
jected Canadian loan for war purposes
which it is expected will be announced
about the end of the year. Mr. Mac-
Gregor said that Mr. Ford was friend-
ly to the Allies, explaining that Mr.
Ford's remark about the Anglo-French
commission was a chance statement
made to Mr. John Burroughs and a
few friends without thought of its
being published.

Mr. Ford holds 25 per cent of the
stock of the Canadian Ford company.

EMPRESS ASKS GIFT OF JAM
Birth as "Marmalade Day."

London, Oct. 20.—Berlin newspapers
state that the German Empress has
asked that her birthday, which falls
on Friday of this week, be celebrated
as "Marmalade Day," according to a
dispatch from Amsterdam.

The Empress has suggested that
gifts of jam be sent to troops in the
trenches and in military hospitals as
gifts from her.

Banks and Govern- ment Moved to Prizrend.

TEUTONS CLAIM WIDE ADVANCE

Austrians Move Toward Shabatz and Bulgars Oc- cupy Sultan Tepe.

CAPTURE 2,000 SERBS

Bulgarians Concentrate on Ru-
manian Frontier as Mission
Leaves for France.

[By Cable to The Tribune.]

London, Oct. 20.—Great Britain
has made a formal offer to Greece
of the island of Cyprus in return for
Greek intervention in the war on the
side of the Allies. "The Daily Tele-
graph" will make this announcement
to-morrow morning.

Thus begins another diplomatic
game in the Balkans—the attempt
of the Allies to woo Greece back to
her alliance with Serbia, and to
counter Bulgar aid to the Kaiser
with Greek troops.

Premier Zaimis already is willing
to give formal assurances, the Rome
correspondent of "The Daily News"
telegraphs, that Greece will not in-
tervene in any circumstances in
favor of the central powers, but be-
yond that he is not yet prepared
to go.

The offer of Cyprus, the third
largest island in the Mediterranean,
only sixty miles from the Asia
Minor coast and Greek by tradi-
tion since the dawn of history, it is
hoped may help overcome the oppo-
sition of King Constantine.

"Thus far," "The Daily Tele-
graph" will say, "Greece has not re-
plied to the offer of Cyprus. Our
Athena correspondent informs us
that it is believed the offer will cre-
ate an excellent impression in
Greece, since it is an actual present
concession and not a mere promise
which Germany might suggest and
would never carry out."

"The sooner we all recognize that
purely chivalrous motives are not
prominent in the Balkan politics of
to-day, the better," "The Daily Tele-
graph" adds. "Thecession of Cy-
prus to the state to which most of its
inhabitants are related by race and
history clearly involves no departure
from the principles upon which we
have taken our stand from the begin-
ning, and it comes with especially
happy effect from the power to
which Greece owes her possession of
the Ionian Islands."

Thus ends another day of su-
perior Balkan situation. Be-
fore the constant hammerings of von
Mackensen and the Bulgarians, Ser-
bian resistance is steadily crumbling,
but still there is no news of suc-
cess from the Allied expeditionary
force. Except for Berlin's almost au-
tomatic daily bulletin of progress, the
whole situation again has been
plunged into mystery.

With Serbia's need of assistance
constantly growing more acute—
assistance which dispatches passed by
the Press Bureau have indicated was
being rushed to her by forced
marches and by rail—word comes
from Salonica to-day that the Allies
are marking time.

Movements of Allied Force Hid.

Their only move, apparently,
pending the concentration of the
whole force, has been to protect the
lower end of the Nish railway.

The dispatches also say, though
this is doubted here, that Strumitza
has not been occupied, and that the
French troops have received orders
not to cross the Bulgarian frontier.

These contradictions, even though
bred out of the secrecy with which a
Ministry trembling for its life has
shrouded its conduct of the war, have
left an air of bewilderment and raised
a new cry against the censorship, with
a demand that the public be informed
if the government would longer be sus-
tained.

Meanwhile, the Serbians are prepar-
ing to evacuate their provisional cap-
ital, and have begun the transfer of
government departments, banks and
the legations to Prizrend, near the Ru-
sian. Consul at Salonica having sent an
automobile overland for the Czar's
officials.

Although communication with Nish
has been interrupted for four days, the
Serbian Legation here denied to-day
that Vranja had been occupied or the
railroad to Salonica cut by the Bul-

Continued on page 10, column 3

Alice Barrows Fernandez

Director of the Vocational Education Survey

whose department devoted to the Gary School Plan
started in The Tribune last Monday, answers this morn-
ing some of the first questions asked by Tribune readers.
It's a problem of timely, intense interest, being discussed
by parents and teachers. Are you either? Turn to
Page 7.

The Tribune

First to Last—the Truth: News—Editorials—Advertisements